

Hancock (CV-19) on "Yankee Station" and remained there until the 20th when she headed for Sasebo for the holidays.

Alfred A. Cunningham began the year of 1970 with ASW and flight operations in Okinawan waters which were followed by a five-day visit to Hong Kong. On 17 January, she sailed to join *Constellation* (CVA-64) on "Yankee Station" and remained on this assignment until 21 February when the ship paid a brief visit to Kaohsiung. The destroyer sailed on 21 March to return to Long Beach. Upon her arrival on 9 April, she began a leave and upkeep period and then resumed operations in the southern California area in May. She spent the early summer months in training exercises and a midshipman training cruise. On 7 August, slated for inactivation, *Alfred A. Cunningham* unloaded all her ammunition at Seal Beach, Calif.

Decommissioned on 24 February 1971, *Alfred A. Cunningham* was placed in reserve. Her name was struck from the Naval Vessel Register on 1 February 1974. Utilized as a target for weapons tests off the coast of southern California, she was sunk after being hit with five laser-guided bombs on 12 October 1979.

Alfred A. Cunningham earned one battle star for World War II service, six battle stars for Korean action, and seven battle stars for Vietnam service.

Alfred A. Wotkyns

Soon after she was purchased by the Union Navy, *Alfred A. Wotkyns*—a screw tug built in 1863 at New Brunswick, N.J.—was renamed *Althea* (q.v.).

Alfred Robb

(StwStr: t 86; l 114'9"; b 20'; dph. 4'; dr. 4'6"; s 9 5 k.; epl 30; a 2 12-pdr. r., 2 12-pdr. sb.)

Alfred Robb—a wooden-hulled, stern-wheel steamboat built at Pittsburgh in 1860—operated on the Ohio River and the other navigable streams of the Mississippi watershed system until acquired by the Confederate Government at some now-unknown date during the first year of the Civil War for use as a transport.

Reconnaissance probes up the Tennessee River by Federal gunboats had convinced leaders of the Union Navy in the area that Southern forces had destroyed this vessel after the fall of Fort Henry, lest she fall into Northern hands. Nevertheless, *Alfred Robb* remained safe and active until Lt. William Gwin—who commanded the side-wheel gunboat *Tyler*—seized her at Florence, Ala., on 21 April 1862. This capture and the burning of the steamer *Dunbar* in nearby Cypress Creek at about the same time cleared the Tennessee of the last Confederate vessels afloat, giving Union warships complete control of the river.

Gwin placed a crew of 11 men on the prize and renamed her *Lady Foote* to honor Flag Officer Andrew H. Foote—who then commanded the Western Flotilla of which *Tyler* was a part—and his wife. However, Foote found this action embarrassing and directed Gwin to restore the vessel's original name.

Since the Confederacy still held much of the Mississippi, it was impossible to send *Alfred Robb* to any Federal court then hearing admiralty cases. Hence, after the prize descended the Tennessee and Ohio Rivers to Cairo, Ill., she was fitted out there for service in the Western Flotilla without prior adjudication. Upon the completion of her conversion to a so-called "tin-clad" gunboat, *Alfred Robb* began her Union service early in June 1862.

Apparently not commissioned, *Alfred Robb*—thereafter usually called simply *Robb*—departed Cairo on the night of 3 and 4 June; proceeded up the Ohio to Paducah, Ky.; and ascended the Tennessee to Pittsburgh Landing where, two months before, Union gunboats had supported the river flank of Maj. Gen. Ulysses S. Grant's embattled army, changing a highly probable defeat into a Union victory known to history as the battle of Shiloh.

Upon reaching that small riverside port, *Robb*—with "Second Master" Jason Goudy in charge—reported her arrival to Maj. Gen. Henry W. Halleck and began almost three years of protecting and supporting Union troops who were fighting to control the land between the Mississippi and the Appalachian Mountains.

Alfred Robb reached Pittsburgh Landing at a critical point in the war. On the Mississippi, the Western Flotilla was teaming up with the Ellet Ram Fleet to destroy the Confederacy's River

Defense Fleet in a hard-fought engagement at Memphis, Tenn. Their victory gave the Union control of the river as far south as Vicksburg, Miss. Meanwhile, the powerful concentration of Federal forces which had prevailed at Shiloh moved south and captured Corinth, Miss. It then split, with Grant pushing toward Vicksburg along a path roughly parallel to the Mississippi while Buell's troops turned eastward in the general direction of Chattanooga, Tenn. To check the advance of these Union forces which were penetrating deep into the Confederate heartland, defenders of the South struck back with guerrilla attacks, cavalry raids, and prolonged counter thrusts by whole armies. All these measures were designed to sever Northern lines of communication and supply. Union railroads, overland convoys of wagons, and supply ships quickly became favorite Confederate targets; and the importance of maintaining Union control of the rivers grew apace to assure Federal troops a steady flow of supplies and munitions.

Responsibility for keeping the Ohio and its tributaries safe for waterborne Union logistics was placed on the gunboats of the Western Flotilla. On 20 August 1862, the commanding officer of that organization, Commodore Charles H. Davis—recognizing that "... the gunboat service of the upper rivers had suddenly acquired a new importance"—charged Comdr. Alexander M. Pennock, his fleet captain and the commanding officer of the Union naval station at Cairo, with taking these small warships under his "... special care ..." with Lt. LeRoy Fitch in immediate command.

Since she was already operating in this area *Alfred Robb* was one of Fitch's gunboats; and, but for occasional brief assignments on the Mississippi, she served on the upper rivers through the end of the Civil War. One of the highlights of her service occurred on the night of 3 February 1863 when she joined several other Union warships in beating off a fierce attack by some 4,500 Confederate troops against the small Federal garrison in Fort Donelson, Tenn. She again entered the limelight on 19 June 1863 when a landing party from her engaged a Confederate force of some 400 soldiers. *Robb's* commanding officer estimated that the Confederates lost about 50 men, killed or wounded, while his ship suffered the loss of only one man killed and two wounded.

After the end of the Civil War, *Alfred Robb* was decommissioned at Mound City, Ill., on 9 August 1865. Sold at public auction there on 17 August 1865 to H. A. Smith, the ship was redocumented as *Robb* on 9 September 1865 and served on the Mississippi River system until 1873.

Alfred Wolf

Alfred Wolf—born in Germany on 1 August 1923—enlisted in the Naval Reserve at New York on 7 January 1942 and went through boot camp at Newport, R.I., between 11 January and 11 February 1942. Following further instruction at the Naval Operating Base, Norfolk, Va., he entered the Armed Guard School at Little Creek, Va., on 23 March 1942.

After completing the intensive training given the men preparing for armed guard assignments at Little Creek, Wolf reported on board the "Liberty" ship, SS *Samuel Chase*, on 20 April 1942 and was serving in that ship when she sailed from Iceland for North Russia as part of the convoy designated PQ-17 on 27 June 1942. German planes attacked the convoy on 2 July and continued their raids over the next few days. The drawing-off of the convoy's initially heavy supporting force of warships aided the enemy, in that the merchantmen and what smaller escorts remained were ordered to scatter. This "over-estimate of the enemy's aggressive intentions,"—the reputed sortie of the German battleship *Tirpitz*—set the stage for disaster.

Samuel Chase managed to survive the ordeal of PQ-17. Six near-misses from enemy bombers on 10 July caused heavy damage, snapping all steam lines, cutting off all auxiliaries, and blowing the compass out of the binnacle. Her gunners fought their weapons efficiently and courageously in what naval historian Samuel Eliot Morison calls "the grimmest convoy battle of the entire war." *Samuel Chase*, part of a pitiful remnant, survived.

Morison lauded the Navy armed guard crews of three particular ships: *Washington*, *Daniel Morgan*, and *Samuel Chase*. "Their clothing was inadequate and their ammunition insufficient," he wrote, "but their fighting spirit never failed." For his part in the gallant defense of *Samuel Chase* during her battle is

PQ-17, Seaman 1st Class Wolf earned a letter of commendation which praised his meritorious conduct in action.

Detached from *Samuel Chase* on 24 October 1942, Wolf reported on board the Army transport *Henry R. Mallory* at New York on 12 November 1942. Five days later, the transport sailed for Reykjavik, Iceland, and she stopped at St. John's and Halifax, Nova Scotia, before she returned via Boston to New York. *Henry R. Mallory* then once more visited Reykjavik, sailing from New York on 24 January 1943 and was en route back to New York City in convoy SC-118 when she was torpedoed and sunk by U-402 on the morning of 7 February 1943. Seaman 1st Class Wolf was not numbered among the survivors.

The name *Alfred Wolf* was assigned to the *John C. Butler*-class destroyer escort, DE-544, on 26 October 1943. Her keel was laid at the Boston Navy Yard on 9 December 1943. However, due to changes in wartime shipping construction priorities, work was suspended on the ship on 10 June 1944 and cancelled altogether on 5 September 1944. Subsequently, the incomplete hulk was broken up on the building ways.

Alger

Philip Rounseville Alger was born on 29 September 1859, in Boston, Mass. He entered the Naval Academy in 1876 and graduated four years later at the head of his class. His first cruise, in *Richmond*, took him to the Pacific station and to China. In 1882, Alger was ordered to the Bureau of Ordnance, Washington, D.C. This assignment exposed him for the first time to the field in which he was to later win marked distinction.

Following duty in European waters on board *Pensacola* from 1885 to 1889, Alger returned to the Bureau of Ordnance. On 10 November 1890, he resigned his commission as a line officer ensign to accept an appointment as a professor of mathematics with an equivalent rank of lieutenant. One year later, he was named head of the department of mechanics at the Naval Academy. In ensuing years, Alger was closely involved in the great advances made in naval ordnance which were made as the United States established its "New Navy."

In 1903, Alger accepted the position of secretary and treasurer of the United States Naval Institute, an office that entailed the editing of the institute's *Proceedings*. The following year, Alger was appointed to a special board to advise the Bureau of Ordnance in developing and test ordnance material.

Alger's extensive writing on ordnance included two books, *Exterior Ballistics* (1904) and *The Elastic Strength of Guns* (1906), which came to be regarded as standards in their fields. His work entitled *Hydromechanics* (1902) was used as a textbook at the Naval Academy and other institutions of higher learning. Alger also penned numerous articles on a wide range of technical subjects. Alger died at Annapolis, Md., on 23 February 1912.

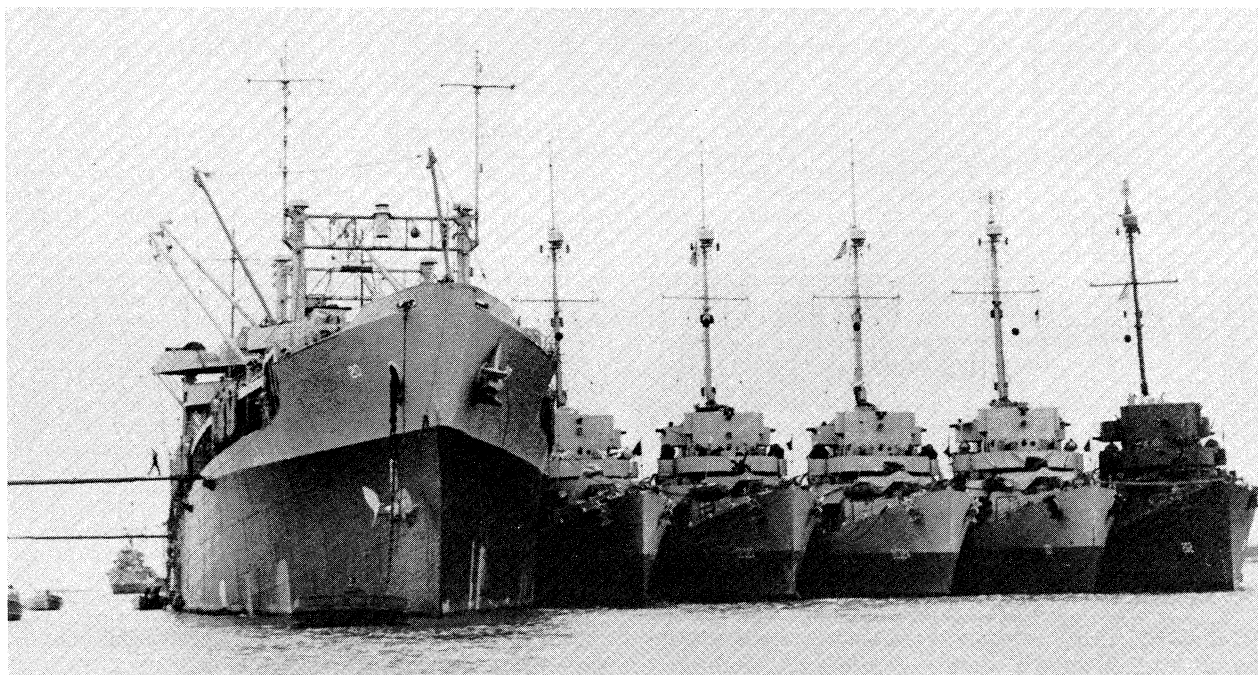
(DE-101: dp. 1,240; l. 300'; b. 36'10"; dr. 11'; s. 19.5 k.; a. 3 3", 2 40mm., 8 20mm., 2 dct., 8 dcp., 3 21" tt.; cl. Cannon)

Alger (DE-101) was laid down on 2 January 1943 by the Dravo Corp., Wilmington, Del.; launched on 8 July 1943; sponsored by Miss Louisa Rodgers Alger; and commissioned at the Philadelphia Navy Yard on 12 November 1943, Lt. Comdr. W. F. Porter in command.

On 30 November, the destroyer escort sailed for Bermuda and shakedown. She returned to Philadelphia for post-shakedown availability, then headed for the Caribbean on 15 January 1944, and arrived at Trinidad on 21 January. There, she was assigned to Task Group (TG) 42.5 and departed on the 31st in the screen of a convoy bound for Recife, Brazil. While en route, *Alger* collided with a merchantman and sustained slight damage to her bow. However, she continued on to Brazil and reached Recife on 14 February.

Upon her arrival there, the ship was assigned to TG 41.5 for patrol duty along the Brazilian coast which she carried out until 1 June. On that day, *Alger* departed Recife to escort a convoy to Trinidad. She reached that island on 8 June and then sailed back to Recife with another convoy.

On 17 July, *Alger* joined the screen of *Solomons* (CVE-67) and sailed for antisubmarine warfare exercises off the coast of Brazil. She then resumed patrol duty and continued that work through most of November. *Alger* rendezvoused at sea on the last day of the month with TG 42.3 and escorted a convoy to Rio de Janeiro.



Alger (DE-101) (second from right) in a nest of sister ships *Calcaterra* (DE-390), *Pride* (DE-323), *Falgout* (DE-324) and *Eichenberger* (DE-202), alongside the tender *Hamul* (AD-20) at Bermuda in early 1944. Note HF/DF (high frequency direction finder, or "huff duff") antennae visible on three of the five DEs, and the two-tone Measure 22 camouflage on four of the five escort vessels. (NH 86271, Captain D. L. Madeira Collection)

On 28 December, the ship departed Recife to escort another convoy to Trinidad but returned to Recife on 30 January 1945. The next day, *Alger* was relieved of operational duties in preparation for her transfer to the government of Brazil on loan.

After various inspections and exercises at sea, *Alger* departed Recife on 23 February and moored that same day at Natal, Brazil. On 10 March 1945, *Alger* was decommissioned and loaned to the Brazilian Navy. Her name was struck from the Navy list on 20 July 1953, and title to the ship was transferred outright to the government of Brazil.

Alger

A fixed star in the constellation Perseus. It varies periodically in brightness because of eclipses by a satellite.

I

(AKA-54: dp. 13,910 (tl.); l. 459'2"; b. 63'0"; dr. 26'4" (lim.); s. 16.5 k. (tl.); cpl. 429; a. 1 5", 8 40mm., 18 20mm.; cl. *Andromeda*; T. C2-S-B1)

Algol (AKA-54) was laid down on 10 December 1942 at Oakland, Calif., by the Moore Dry Dock Co. under a Maritime Commission contract (MC hull 1153) as SS *James Barnes*; launched on 17 February 1943; sponsored by Mrs. J. A. McKeown; renamed *Algol* on 30 August 1943; placed in reduced commission on 27 November 1943 for the voyage to the Willamette Shipyard in Portland, Oreg.; decommissioned there on 3 December 1943; converted to an attack cargo ship; and placed in full commission on 21 July 1944, Lt. Comdr. Axton T. Jones, USNR, in command.

Algol completed shakedown training along the California coast by 3 September. She then put into Oakland and began loading cargo. She departed Oakland on 4 October bound for the western Pacific. Steaming via Eniwetok Atoll, she arrived at Saipan in the Marianas late in October. After unloading her cargo at Saipan, *Algol* got underway for New Guinea on 31 October. The attack cargo ship put into Hollandia on 6 November and remained there two days before pushing on to Noumea, New Caledonia, where she stopped between 24 November and 17 December. On 17 December, *Algol* headed for Guadalcanal where she participated in landing exercises in preparation for the assault on Luzon at Lingayen Gulf. At the end of the year, she moved up to the staging area at Manus in the Admiralty Islands.

On 2 January 1945, the attack cargo ship put to sea as an element of Task Unit (TU) 78.11.7. Along the way, many reports came in of submarines, torpedoes, and unidentified aircraft. However, no verified attacks occurred. *Algol* and her colleagues arrived safely in Lingayen Gulf on 11 January. Her boats and boat crews went immediately to help unload SS *President Monroe*. The attack transport began her own unloading the following day. She completed cargo operations on 13 January and got underway for Leyte on the 15th. During that voyage, she also towed SS *President Monroe* which had suffered a main propulsion plant casualty. The two ships arrived in San Pedro Bay on 20 January. There, she immediately began loading for a second invasion of Luzon. When she arrived off the coast of Zambales province on the western coast of Luzon just north of Subic Bay, she and the other ships found things very peaceful. And so it was. The entire area was in the friendly hands of Filipino guerrillas. The prelanding bombardment was cancelled, and troops and cargo moved ashore easily.

Upon her return to Leyte on 3 February, *Algol* spent about six weeks catching up on minor ship repairs, and her crew enjoyed more frequent liberty. By mid-March, however, it was time to get back in the war, and she began preparations for the assault on the Ryukyu Islands. On 27 March, the attack cargo ship departed Leyte with cargo and elements of the 184th Regimental Combat Team (RCT), 7th Infantry Division, embarked. She arrived off Okinawa early in the morning of 1 April and began unloading soon after the invasion started. That night, instead of retiring with the other transports and cargo ships, *Algol* moved into the inner transport area to serve as a tender for the landing craft.

The ship remained at Okinawa until 10 April at which time she shaped a course for Guam in company with TU 51.29.12. From Guam, *Algol* continued east to Hawaii and thence to San Diego, Calif., where she arrived on 4 May. A three-week availability

followed. On 28 May, the attack cargo ship embarked upon a voyage to Hawaii, from which she returned to the west coast at San Francisco on 18 June. She put to sea once again on 6 July bound for the western Pacific. After stops at Eniwetok and Ulithi en route, the ship arrived at Kerama Retto off Okinawa on 9 September. From there, she moved down to the northern Solomons, arriving at Cape Torokina, Bougainville, on 4 October. There, she loaded cargo and equipment for Marine Air Group (MAG) 25 for transportation to China. *Algol* arrived in Tsingtao, China, early in November, unloaded her cargo, and departed that port at the end of the third week in November.

For the next two years, she carried passengers and cargo between various points in China, Japan, the islands of the central and western Pacific as well as to and from ports on the west coast of the United States. In July 1947, she was placed in commission, in reserve, preparatory to decommissioning. However, during the inactivation process, the attack cargo ship was ordered back to active service. By late summer of 1949, she was back in full commission operating out of Little Creek, Va., under Commander, Amphibious Forces, Atlantic Fleet. Near the end of August, *Algol* embarked elements of the 7th Marine Division at Morehead City, N. C., and sailed for the Mediterranean Sea. After visiting a number of ports along the shores of that sea and conducting operations with American naval forces in the area, the attack cargo ship returned to Norfolk in February of 1950.

In August of 1950, just weeks after the outbreak of hostilities in Korea, she was transferred to the Pacific. The ship embarked elements of the 1st Marine Division at San Diego and set sail for Kobe, Japan, on 31 August. *Algol* arrived in Kobe on 16 September but put to sea again the following day to join in the Inchon invasion. The initial assault at Inchon had gone forward the day before *Algol's* arrival in Japan. Her mission, therefore, was one of resupply and reinforcement. She remained at Inchon, unloading, from 21 to 27 September. On the latter day, the attack cargo ship headed back to Japan.

Algol returned to Inchon on 8 October and embarked Headquarters Company, 1st Ordnance Battalion, 1st Marine Division, for what was to have been an amphibious assault at Wonsan on the northwestern coast of Korea. However, United Nations (UN) naval gunfire and air activity forced the North Koreans back from the coastal plain into the highlands. This enabled Republic of Korea forces ashore to move northward and occupy Wonsan themselves. UN troops, therefore, landed unopposed during the last week in October. Following that, the ship returned to Japan and remained there until early December.

At that time, the Chinese communists intervened massively and sent the UN forces reeling southward. *Algol* went to Chinnampo where she assisted in the evacuation of UN troops during the first week in December. The following week, she moved to Inchon to help evacuate troops at that location. Those operations lasted until the beginning of the second week in January of 1951. For the next two months, the attack cargo ship visited a number of ports in both Japan and Korea. Early in March, she participated in an amphibious feint at Chinnampo and then headed back to Japan. In late April and early May, *Algol* visited Hong Kong. There, she embarked the British 28th Brigade and transported it to Inchon. After that mission, she returned to Japan where she conducted amphibious exercises until 17 June. On that day, the ship shaped a course back to the United States. She arrived in San Diego, Calif., on 30 June.

Between July 1951 and March 1952, she conducted training missions along the coast of southern California and between there and the Hawaiian Islands. She completed a yard period in Pearl Harbor in March 1952 and put to sea on her way to the Far East. She arrived in Japan late that month and took part in amphibious exercises off the island of Hokkaido. *Algol* visited Yokosuka early in April and, from there, moved to Hong Kong for a two-week port call. May brought a visit to Subic Bay in the Philippines followed by more training exercises at Otaru, Japan. Exercises with units of the 7th Fleet punctuated by visits to a number of Oriental ports occupied her time for most of the remainder of 1952. By December, the attack cargo ship was on her way back to the west coast. She arrived in Long Beach, Calif., on 15 December 1952.

Training and amphibious exercises—broken only by a repair period at the Todd Shipyard at Alameda, Calif., that summer—filled her time throughout the year 1953 and into the second month of 1954. On 19 February 1954, *Algol* departed the west

coast bound for Japan. She entered port at Yokosuka on 9 March. In April, the ship participated in exercises at Iwo Jima, and June brought another series of exercises at Okinawa. The usual round of port visits and exercises followed. Early in August, she concluded a two-week visit at Hong Kong and headed—via Subic Bay—to Tourane and Haiphong in North Vietnam. At those ports, the attack cargo ship embarked non-communist refugees and carried them south to Saigon in South Vietnam. This operation, "Passage to Freedom," came on the heels of the defeat of the French by the Viet Minh and the division of the Vietnamese portion of Indochina into the communist north and the republican south. She made three voyages between the north and the south by 12 September at which time she headed back to Yokosuka. On 21 September, *Algol* shaped a course back to the United States. She entered San Francisco, Calif., on 7 October 1954.

Later that month, she moved south to her new home port, San Diego. Normal west coast operations, including a series of amphibious exercises, carried her through the remainder of 1954 and well into 1955. In August 1955, the attack cargo ship entered the Mare Island Naval Shipyard for a regular overhaul. She completed repairs in November and, after refresher training out of San Diego, resumed normal operations out of her home port. That occupation lasted a little more than two years. On 2 January 1958, she was decommissioned and assigned to the Bremerton Group, Pacific Reserve Fleet.

Algol was recommissioned on 17 November 1961 at the Northwest Marine Iron Works at Portland, Oreg., Capt. F. L. Edwards in command. After shakedown training out of San Diego, the attack cargo ship departed that port on 12 January 1962 on her way to duty with the Atlantic Fleet. She was assigned to Amphibious Group (PhibGru) 2, Amphibious Squadron (PhibRon) 4, Atlantic Fleet, and spent most of 1962 operating in the West Indies. Notable among her assignments in the fall of 1962 was as a support unit for the "quarantine" of Cuba imposed by President John F. Kennedy during the 1962 Cuban missile crisis.

Algol spent the remaining seven years of her Navy career operating primarily along the east coast of the United States and in the West Indies. That duty consisted almost solely of amphibious warfare training in conjunction with marines. The only break in that schedule of operations came at the end of the summer of 1964. At that time, the attack cargo ship deployed to the Mediterranean Sea to participate in the massive amphibious exercise Operation "Steel Pike I." By early 1965, she returned to more familiar waters and spent the remaining years of her career

operating along the eastern seaboard and in the West Indies. During that period, on 1 January 1969, the attack cargo ship was redesignated an amphibious cargo ship and was assigned the hull designation LKA-54. *Algol* was decommissioned on 23 July 1970 and was transferred to the Maritime Administration's National Defense Reserve Fleet at James River, Va. Her name was struck from the Navy list on 1 January 1977. As of the beginning of 1984, the ship is still berthed at James River.

Algol earned two battle stars during World War II and five battle stars for service in the Korean conflict.

II

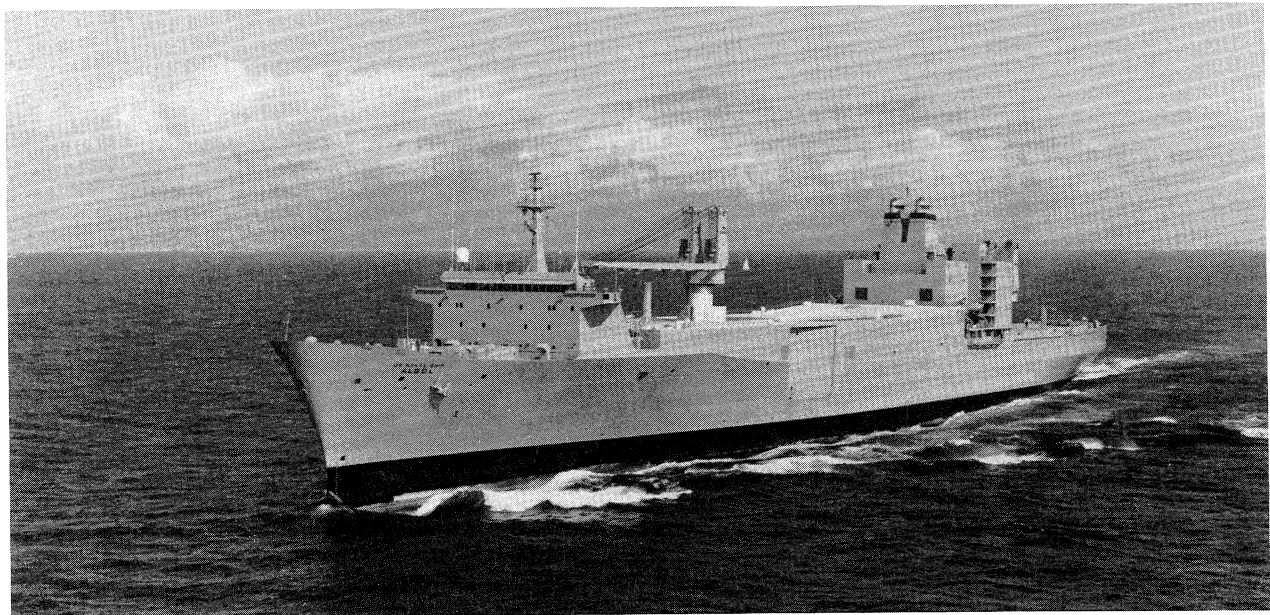
(T-AKR-287: dp. 26,094; l. 947'; b. 105'; dr. 37'; s. 33.0 k.; cpl. 44; cl. *Algol*; T. SL-7)

Sea-Land Exchange—a SL-7-type containership built in Rotterdam, Holland, by *Rotterdamse DDM*—first entered merchant service in May 1973. On 13 October 1981, she was acquired by the Navy to serve the needs of the Rapid Deployment Force (later called the Afloat Prepositioning Force). The ship was designated T-AK-287 at the time of her acquisition and renamed *Algol* on 15 October 1981. Her conversion at San Diego by the National Steel and Shipbuilding Co. for service with the Military Sealift Command was completed on 19 June 1984. *Algol*—reclassified to T-AKR-287 on 10 September 1982—became the first fast sealift ship to take part in a European exercise, when she participated in a NATO exercise, "Reforger 1984."

Algoma

A village located in Kewaunee County, in the eastern part of Wisconsin. Its name is probably derived from two Algonquin words: "Algonquin" and "goma" to form "Algoma," or, "Algonquin waters."

Algoma—a wooden-hulled screw sloop—was laid down in May 1867 by the Portsmouth (N.H.) Navy Yard; launched on 18 August 1868; and sponsored by Miss Maria Decatur (later Mrs. Wyndham Mayo), the daughter of Capt. Stephen Decatur who in turn was the nephew of the Commodore Stephen Decatur who won fame in the Barbary Wars and the War of 1812. However, a little less than seven months prior to the ship's commissioning, her name was changed from *Algoma* to *Benicia* (q.v.) on 15 May 1869.



Algol, converted from a mercantile design, underway in 1984. (NH 96657)

Algonquin

An American Indian tribe which inhabited the area of the Ottawa River valley.

Algonquin, a gunboat, was launched by the New York Navy Yard on 21 December 1863; but poor machinery caused her to fail her trials. Consequently, she was never commissioned and was sold on 21 October 1869.

I

El Toro—a tug built in 1891 at Newport News, Va., by the Newport News Shipbuilding & Dry Dock Co.—was purchased by the Navy on 26 March 1898; renamed *Algonquin* and commissioned on 2 April 1898, Ens. W. S. Crowley in command. On 15 June 1898, she was renamed *Accomac* (*q.v.*).

II

(RC: dp. 1,181; l. 205'6"; b. 32'0"; dr. 13'2" (aft); s. 16 k.; cpl. 71; a. 2 guns)

The second *Algonquin*—a revenue cutter built at Cleveland, Ohio, in 1897 by the Glove Iron Works—was commissioned in the United States Revenue Cutter Service later that year.

On 24 March 1898, after United States' relations with Spain over the situation in Cuba had deteriorated to the point of an open break which might lead to war, President McKinley issued an executive order instructing the Revenue Cutter Service to cooperate with the Navy. *Algonquin* was assigned to the North Atlantic Fleet. Records are scanty regarding the exact nature of her service during the Spanish American War. There is nothing to suggest that she ever participated in an engagement, nor did she capture any prizes. It is probable that she did not serve on the Cuban blockade but, rather, replaced ships of the North Atlantic Fleet patrolling home waters. She served with the Navy until 17 August 1898 at which time she resumed operations under the Treasury Department.

Over the next two decades, *Algonquin* conducted normal Revenue Cutter Service/Coast Guard cruises. Initially, she operated along the east coast of the United States with periodic assignments to the West Indies. A break in that routine came in September of 1900 when she departed Baltimore, Md., bound for Galveston, Tex., and duty in the Gulf of Mexico. That tour of duty lasted until 25 November 1901 at which time the cutter

returned to the east coast at Charleston, S. C. She resumed her east coast-West Indies duties, and they occupied her time up until the United States entered World War I.

When the United States joined the Allies in the war against the Central Powers on 6 April 1917, the Coast Guard was transferred to the jurisdiction of the Navy. *Algonquin* served in the 5th Naval District, based at Norfolk, for the first five months of this stint of naval service. Late in September, she embarked upon a 16-month tour of duty in European waters. Assigned to Division 6, Squadron 2, Patrol Force, she operated from the base at Gibraltar and escorted convoys between various Mediterranean ports. She concluded her European service and returned to the United States early in February 1919.

While still under Navy control, the cutter departed New York on 26 June 1919, bound for the west coast. On 28 August, after her arrival in the 13th Naval District, she was returned to Treasury Department jurisdiction. For the remaining 11 years of her Coast Guard service, *Algonquin* patrolled the Pacific Northwest and the islands and coast of Alaska. Decommissioned at San Francisco on 11 December 1930, the cutter was sold to the Foss Launch & Tug Co., Tacoma, Wash., on 23 September 1931.

Algorab

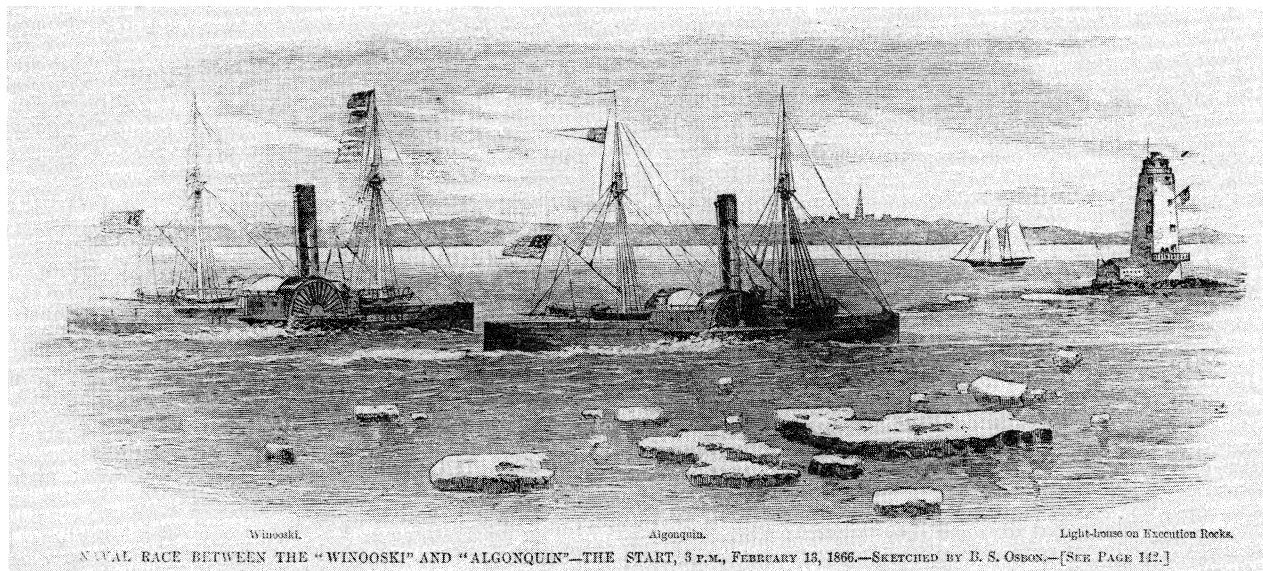
Algorab is a star in the constellation Corvi.

(AK-25: dp. 14,225; l. 459'1"; b. 63'; dr. 26'5"; s. 16.5 k.; cpl. 397; a. 1 5", 8 40mm., 18 20mm.; cl. *Arcturus*; T. C2)

Algorab (AK-25) was laid down under a Maritime Commission contract (MC hull 20) on 10 August 1938 by the Sun Shipbuilding & Drydock Co., Chester, Pa.; launched on 15 June 1939; sponsored by Miss Mary Aldrich; acquired by the Navy on 6 June 1941; and commissioned at Boston, Mass., on 15 June 1941, Comdr. Thomas B. Inglis in command.

Following her commissioning, the cargo ship held shakedown along the east coast. On 4 October, she proceeded to Little Placentia Harbor, Newfoundland. There she joined an Iceland-bound convoy, sailed on 12 October, and reached Hvalfjörður on 9 November. After discharging her cargo, the ship returned to New York City, where she underwent repairs and alterations. She got underway again on 6 December and steamed to Norfolk.

On 5 February 1942, *Algorab* sailed to the Caribbean with general cargo on board. She stopped at St. Thomas, Virgin Islands; San Juan, Puerto Rico; and Guantanamo Bay, Cuba. After loading raw sugar in Cuba, the ship carried it to Balti-



Algonquin (center) and *Winooski* (left) at the start of the race conducted to determine the relative merits of their machinery, in New York harbor, 13 February 1866, as seen in a contemporary engraving. (NH 57269)

more. She moved to New York City shortly thereafter and embarked Army troops for transportation to the South Pacific. She transited the Panama Canal; made port calls at San Diego and San Francisco, Calif.; then continued on to Nukualofa, Tongatabu. *Algorab* reached Nukualofa on 27 June; then retraced her course to San Francisco; and, upon her return, began a period of repairs.

Algorab left San Francisco on 9 August bound via the Panama Canal for Norfolk. While conducting a tactical maneuver in convoy on 11 September, she collided with *Harris* (AP-8) and suffered extensive damage in the forepart of the ship. Twenty-three feet of her bow was sheared off and one of her bulkheads buckled. One of her crewmen was killed. However, the ship was able to continue unassisted and reached Norfolk on 13 September.

Her repairs completed on 7 October, *Algorab* loaded and proceeded in company with Transport Division (TransDiv) 5 to Mehdia, French Morocco. She was scheduled to take part in the landings in North Africa. These began on 8 November, and *Algorab* provided landing boats for assault troops. Ten days later, after completing her role in the successful invasion, she left the area on 18 November bound for Norfolk, where she arrived on 30 November.

She underwent a brief period of repairs, then sailed on 17 December for the South Pacific. *Algorab* reached Noumea, New Caledonia, on 18 January 1943 and discharged her cargo. On 1 February, the ship was reclassified an attack cargo ship and redesignated AKA-8. She spent the period between January and June supporting consolidation operations in the southern Solomon Islands. *Algorab* made a total of five voyages between New Caledonia, Espiritu Santo, and Guadalcanal or Tulagi.

On 30 June, *Algorab* took part in the landings on Rendova Island. While retiring to Tulagi that afternoon, her convoy was attacked by Japanese torpedo bombers. Her gunners assisted in the destruction of five enemy planes, and the attack cargo ship proceeded to Tulagi. From 1 July to 17 August, she made more voyages carrying troops and equipment between Guadalcanal; Hollandia, New Guinea; New Caledonia; and Espiritu Santo.

Algorab sailed for Australia, on 22 August, arrived at Sydney on the 25th, and began repairs to her main engine. On 15 September, the attack cargo ship sailed to New Castle, Australia, for amphibious warfare training exercises. After they were completed, she sailed to Moreton Bay, Australia, and remained at anchor there until 22 November. On that date, the ship entered drydock at Brisbane for a major overhaul.

Algorab got underway for the west coast on 5 September 1944, under tow and operating on reduced power. She reached San Francisco on 30 September for major engine repairs and hull alterations at the Moore Drydock Co., Oakland, Calif. She left drydock on 30 January 1945 and, following engine trials, sailed on 5 February en route to Leyte, Philippines. The ship paused at Eniwetok to join a convoy; put in at Leyte on 4 March; and, upon her arrival, began unloading ammunition, vehicles, and provisions earmarked for the Ryukyu campaign.

Algorab sailed with TransDiv 37 on 27 March, arrived off Okinawa on 1 April, and sent off her boats at 0600. Her cargo was completely unloaded by 9 April, and *Algorab* sailed that day for Hawaii. She made a brief stop in Saipan, reached Pearl Harbor on 24 April, and underwent another period of engine repairs before the vessel sailed on 10 May for San Francisco.

Upon her arrival, on 18 May, *Algorab* received repairs at the General Engineering & Drydock Co. which continued through October. On 14 October, preparations were begun for deactivation. *Algorab* was decommissioned on 3 December, and her name was struck from the Navy list on 19 December. She was returned to the Maritime Commission on 30 June 1946.

Algorab won four battle stars for her World War II service.

Elisha Whitney—an N3-S-A2 freighter launched on 31 October 1943 at Beaumont, Tex., by Pennsylvania Shipyards, Inc., under a Maritime Commission contract (MC hull 1624)—was acquired by the Navy from the Army on 12 June 1951 and renamed *Algorab* (AK-262). She was loaned to the Republic of Korea that same day and served that nation until her return to the United States Navy early in 1960. Her name was struck from the Navy list on 1 February 1960; and she was sold to Hong Kong Rolling Mills, Ltd., on 27 June 1960 for scrapping.

Algorma

An Indian word meaning to fish with a torch

I

(ScTug; dp. 998; l. 156'8"; b. 30'; dr. 14'7"; s. 13.06 k; cpl. 44; a. 1 mg.)

The first *Algorma* was laid down on 6 January 1919 at Port Richmond, N. Y., by the Staten Island Shipbuilding Co.; launched on 12 June 1919; and commissioned on 15 May 1920 at the New York Navy Yard, Brooklyn, N. Y., Lt. H. C. Brown in command.

Following her commissioning, the tug was assigned to duty in the 3d Naval District. On 17 July 1920, she received the alphanumeric designation AT-34. In January 1921, the ship was reassigned to the 5th Naval District, homeported at Norfolk, Va., and carried out towing operations there until 12 September 1921. She sailed from Hampton Roads for the Canal Zone on that day and reached Coco Solo on 28 September. She then began operations between Coco Solo and San Diego, Calif., carrying out towing duties. In April 1922, the vessel left the Canal Zone and proceeded to the Mare Island Navy Yard, Vallejo, Calif., where she arrived on 29 March 1922 and began deactivation preparations. The tug was placed out of commission at Mare Island on 3 May 1922.

Algorma was recommissioned there on 29 September 1924, Lt. Frank Schultz in command. She was assigned to Fleet Base Force, Train Squadron 2, Battle Fleet, and provided services as a tender to aircraft and towed targets and carried out routine towing duty along the California coast. The highlight of her service during this period was a mission of mercy late in June 1925, when the tug carried emergency supplies to earthquake victims in the area of Santa Barbara, Calif. *Algorma* continued her west coast operations through 30 June 1941, when she left San Diego and returned to the east coast.

The tug reported to the Atlantic Fleet on 14 July 1941 and briefly operated in the Caribbean before arriving in Norfolk on 13 August. During late August and early September, she acted as a target towing vessel during exercises held off the coast of Maine. Upon completion of this assignment, the ship returned to Norfolk and remained in the Hampton Roads area through June 1942 performing various towing duties.

In July 1942, *Algorma* sailed to the Caribbean and participated in fleet exercises, towing targets for vessels and shore batteries. She also carried out antisubmarine patrols. Among her ports of call were San Juan, Puerto Rico; Charlotte Amalie, St. Thomas, Virgin Islands; Trinidad; Guantanamo Bay, Cuba; and Willemstad, Curaçao. She returned to Norfolk in December 1943 for overhaul.

The tug sailed in a convoy bound for England on 25 January 1944. She arrived at Falmouth on 15 February and assumed duties as a patrol, escort, and towing vessel. The ship participated in the buildup of Allied forces for the invasion of northern France. On 15 May, her designation was changed to ATO-34. Following the invasion of France, *Algorma* assisted disabled vessels, took part in salvage operations, and carried out regular barge and lighter duty between Great Britain and France.

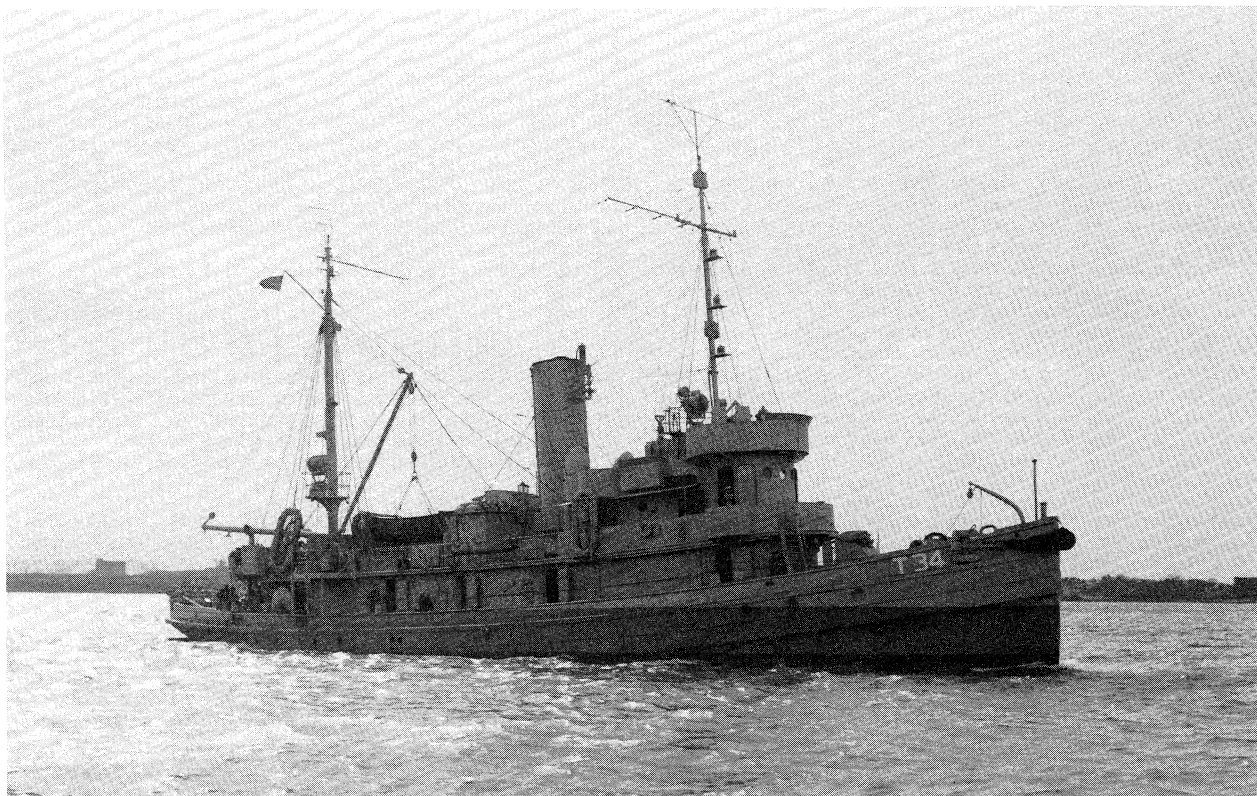
On 23 March 1945, the vessel joined a convoy at Belfast, Ireland, and shaped a course for the east coast of the United States. She touched at New York City, N. Y., on 13 April. The tug continued down the east coast and entered the Norfolk Navy Yard for overhaul. Upon the completion of the yard period, she sailed, via the Panama Canal, for the west coast and arrived at San Francisco, Calif., on 25 August.

Algorma assumed regular towing duties with the Pacific Fleet while based at Treasure Island. This assignment occupied the vessel until she was decommissioned at Treasure Island on 18 June 1946. Her name was struck from the Navy list on 31 July 1946. The ship was transferred to the Maritime Commission on 14 January 1947 for disposal.

Algorma earned one battle star for her World War II service.

II

(ATA-212; dp. 835; l. 143'; b. 33'10"; dr. 13'2"; s. 13 k.; cpl. 45; a. 2 20mm.; cl. ATA-121)



Algorma (AT-34), underway off the Norfolk Navy Yard, 13 November 1942. Camouflage is probably Measure 21. (19-N-37294)

Originally projected as *ATR-139*, the vessel was redesignated *ATA-212* on 15 May 1944; her keel was laid down on 3 February 1945, at Port Arthur, Tex., by the Gulfport Boiler & Welding Works; launched on 20 March 1945; and commissioned on 21 May 1945.

From June 1945 through March 1946, *ATA-212* served as a towing vessel at Pearl Harbor, Hawaii. She sailed for the United States on 18 March; reached San Diego, Calif., on 31 March; and operated in the San Diego area until 13 May. On that day, the tug sailed for Astoria, Oreg. Upon her arrival on the 17th, she began preparations for inactivation. On 20 December 1946, the ship was decommissioned and berthed in the Columbia River.

She remained inactive for almost 30 years, although several administrative changes affected her status. She was named *Algorma* on 16 July 1948 and was so known for the next 14 years. On 1 September 1962, her name was struck from the Navy list, and she was placed in the custody of the Maritime Administration. Berthed at Astoria, Oreg., until the spring of 1971, the tug was then towed from Astoria to the berthing facility at Suisun Bay, Calif. She remained there until sold to Mr. John S. Latsis in April of 1976.

Alhena

A star in the constellation Gemini.

(AK-26: dp. 15,080; l. 479'8"; b. 66'; dr. 27'1"; s. 16.6 k.; cpl. 446; a. 1 5"; T. C2-S)

Robin Kettering was laid down under a Maritime Commission contract (MC hull 74) on 19 June 1940 at Sparrows Point, Md., by the Bethlehem Shipbuilding Corp.; launched on 18 January 1941; sponsored by Mrs. William Sanford Lewis; purchased by the Navy on 31 May 1941 from the Robin Line of the Seas Shipping Co., Inc., of New York City; commissioned as *Alhena*

(AK-26) at Hoboken, N.J., on 15 June 1941, Comdr. Charles B. Hunt in command.

Following final fitting out and shakedown training, the cargo ship began operating among ports on the east coast of the United States. The ship arrived at Boston on 13 December to take on cargo for Argentia, Newfoundland. She completed her run to that port by the end of December and then proceeded to Brooklyn, N.Y., to refill her holds. She picked up more cargo at Norfolk, Va., in mid-January 1942 and returned to New York City to embark troops before getting underway on 5 February for Europe. On the next day, the ship was officially assigned to the Naval Transportation Service.

After touching at Halifax, Nova Scotia, *Alhena* reached Belfast, Northern Ireland, on 27 February and remained there for approximately two weeks discharging her passengers, equipment, and supplies. She made a stop at Clydebank, Scotland, on 14 March and sailed two days later for the United States. The vessel reached New York on the 25th.

The ship departed the east coast on 9 April, bound for the Canal Zone; transited the canal on the 19th; and set her course for the Tonga Islands. She reached Tongatabu on 9 May; landed Army and Navy personnel; left that island two weeks later; and arrived at San Diego, Calif., on 5 June. While in port, the vessel underwent repairs and alterations before taking on marines and equipment for transportation to the South Pacific.

On 1 July, *Alhena* got underway for Tongatabu. Upon her arrival there, she was assigned to Amphibious Forces, Pacific Fleet. A few days later, the vessel sailed to the Fiji Islands to participate in amphibious landing exercises in preparation for the American thrust into the Solomon Islands in which United States forces would take the offensive for the first time in World War II. After completing the exercises, she sortied with Task Group (TG) 62.1 for Guadalcanal, arrived off that island on 7 August, and began unloading operations.

In spite of heavy enemy air attacks, the ship carried out her task successfully and got underway on the evening of the 9th for

Espiritu Santo, New Hebrides, where she arrived the next morning. The ship took on another load of cargo; set out for the Solomons on the 20th; reached Tulagi two days later; and began discharging sorely needed supplies. She meanwhile took on casualties and prisoners of war for evacuation to Espiritu Santo and reached that island on 24 August.

During the next month, *Athena* carried out a series of supply runs between Espiritu Santo and Efate, New Hebrides. This pattern of operations was interrupted on 24 September, when she left Espiritu Santo bound for the Solomons. She moored off Guadalcanal on the 26th and began a routine of unloading her cargo ashore during the day and retiring seaward each night. The work proceeded successfully in spite of heavy Japanese air harassment until the task was completed on the 29th and the vessel sailed for Espiritu Santo.

At 2354, a torpedo from the Japanese submarine *I-16* struck the ship in the area of the number five hold and caused extensive damage in the after part of the ship. The attack killed four crewmen, wounded 20, and left one missing. Fires broke out but were quickly brought under control. She was unable to make any headway and drifted throughout the night and the next day. *Monssen* (DD-436) came alongside on 1 October and took *Athena* in tow. *Navajo* (AT-64) relieved the destroyer the next day, and the tug continued on toward the New Hebrides with the cargo ship in tow. They reached Espiritu Santo on the 7th, and work began on temporary repairs to the ship.

On 16 October, *Navajo* once again took *Athena* in tow and headed for New Caledonia. They reached Noumea on the 20th, and the repair work continued until 8 November when she got underway under her own power for Australia. She reached Sydney on 20 November and remained there until the following June undergoing final repairs and conversion to an attack cargo ship. As a result of her new configuration, the vessel was redesignated AKA-9 on 26 November 1942.

Finally, over eight months after being torpedoed, *Athena* returned to duty in the South Pacific. She left Sydney on 10 June 1943 and shaped a course for Noumea. During the next few months, the ship was engaged in runs between Noumea and Guadalcanal and also made port calls at Auckland, New Zealand, to take on cargo. In late October and November 1943, *Athena* took part in operations on Bougainville, the largest of the Solomon Islands. Although taken under enemy attack several times, *Athena* discharged her troops and supplies without sustaining any damage.

Following this operation, the ship resumed her runs between Noumea and Guadalcanal and continued that duty until departing Guadalcanal on 24 March 1945, bound for Hawaii. Following a stop at Funafuti, Ellice Islands, en route, she reached Hawaii on 9 April. Throughout April and May, *Athena* conducted maneuvers and loading operations in Hawaiian waters in preparation for the impending assault on Saipan. She departed Honolulu on 30 May with troops of the 2d Marine Division embarked, bound via Eniwetok for Saipan.

Athena arrived off Saipan on 15 June and began debarking her troops. Despite undergoing two air attacks while unloading, she completed the process on the 23d, left the area, touched at Pearl Harbor on 4 July, and pushed on the next day toward the California coast. The ship entered San Francisco Bay on the 11th and, shortly thereafter, began a three-month period of overhaul.

The work was finished in early October, and *Athena* got underway on the 13th bound for the Admiralty Islands. She reached Manus on 29 October. While at anchor in Seeadler Harbor waiting to discharge her cargo, she was damaged by the explosion of ammunition ship *Mount Hood* (AE-11) at 0855 on 10 November. Three of her crew members were killed and 70 were wounded, 25 of them seriously. *Athena* herself suffered extensive damage above decks which necessitated some six weeks of repair work.

The ship resumed action in mid-December and participated in the invasion of Luzon at Lingayen Gulf in January 1945. She then sailed to Ulithi to take on cargo and moved thence to Guam to embark troops of the 3d Marine Division. *Athena* departed Guam on 9 March and shaped a course for Iwo Jima where she sent her marines ashore as part of the invasion force.

Having discharged her embarked troops and equipment, the ship left the Volcano Islands and proceeded to Noumea. *Athena* remained in port there for nearly two months in reserve for the Okinawa invasion. In late May, she steamed to Leyte to replenish her supplies. From early June through the end of the war in September, *Athena* operated between Manila, Philippines, and various ports in New Guinea carrying troops, supplies, and

equipment. Among her ports of call were Finschhafen, Hollandia, and Oro Bay, New Guinea.

On 13 October, *Athena* entered Tokyo Bay. She operated in Japanese waters supporting American occupation forces through 19 November. On that day, the ship departed Yokosuka, Japan, bound for the United States. The cargo vessel paused at Seattle, Wash., before sailing on to San Francisco. After remaining in port through the Christmas holidays, she got underway on 6 January 1946 for the Far East. The ship made port at Okinawa on 22 January and soon continued on to Tsingtao, China. After discharging her cargo there, she left Chinese waters on 2 March, bound for the United States.

Athena arrived at San Francisco on 18 March and underwent a period of voyage repairs. She set sail on 12 April and shaped a course for the east coast. After transiting the Panama Canal, the cargo ship arrived at Norfolk on 1 May. One week later, she moved on to New York City. *Athena* was decommissioned there on 22 May 1946, and her name was struck from the Navy list on 15 August 1946. She was transferred to the Maritime Administration for disposal on 12 September 1946. The ship was later sold and refitted for service as a merchant vessel.

Athena earned five battle stars for her World War II service.

FS-257 was acquired from the Army on 12 December 1951, named *Athena*, and designated AKL-38. The ship was loaned to the Republic of Korea that same day and served until early in 1960 when she was returned to the Navy. Her name was stricken from the Navy list on 1 February 1960; and she was sold to Hong Kong Rolling Mills, Ltd., in June of 1960 for scrapping.

Alice

Alice—a screw tug built at Philadelphia in 1864—was purchased there by the Navy on 25 July 1864 and renamed *Aster* (*q v*) before being placed in commission on 12 August of that year.

I

(Tug: dp. 356; l. 101'9"; b. 25'6"; dr. 8'0"; s. 10 k.; a. 2 6-pdrs.)

The first *Alice*—a tug constructed in 1893 at Tompkins Cove, N. Y., by Roderman & Co.—was purchased by the Navy from John M. Worth on 26 March 1898 and was placed in commission at Norfolk, Va., on 6 April 1898. The tug spent her entire 18-year Navy career at Norfolk operating as a supply tug. Her name was struck from the Navy list on 28 April 1916, and she was sold to Mr. Field S. Pendleton.

II

(MB: t. 20 (gross); l. 60'; b. 10'10"; dr. 3' (aft); s. 16½ k.; cpl. 6; a. 2 1-pdrs., 1 mg.)

The second *Alice* (SP-367)—a motorboat built in 1913 at Morris Heights, N. Y., by the Gas Engine & Power Co. & Charles L. Seabury Co.—was acquired by the Navy from Mr. David H. Morris, of New York City, on 8 May 1917 and commissioned on 29 September 1917.

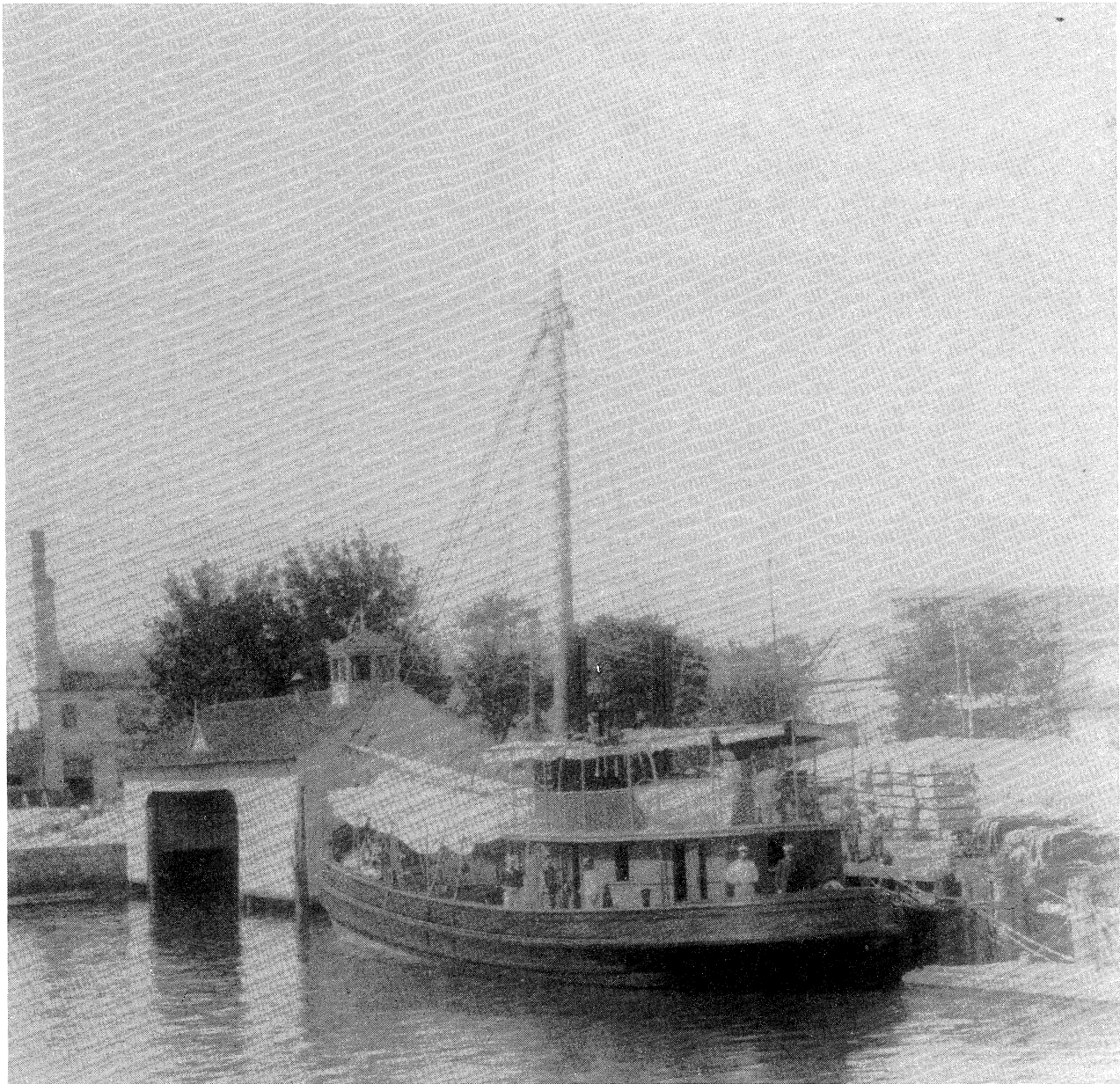
Assigned to the 3d Naval District, she served as a dispatch boat through the end of World War I, transporting inspection and inventory parties around New York harbor. She was decommissioned on 9 May 1919, and her name was struck from the Navy list on 7 July 1919. On 5 August 1919, she was sold to Mr. Reinhard Hall, of New York, N. Y.

Alice, Mary see *Mary Alice* (SP-397)

Alida

(Tug: l. 76'0"; b. 18'0")

Alida—a tug built in 1905 at Wilmington, Del., by Pusey & Jones Corp.—was apparently acquired by the Navy sometime in



Alice, at the Norfolk Navy Yard, September 1900. (NH 57790)

1912. She was placed in service at Melville Station, R.I., and spent her entire career there providing support for the Naval Torpedo Station, Newport, R.I. She served the Navy through World War I and into the twenties. In the summer of 1920, when the Navy adopted its present alphanumeric system of hull designations, *Alida* became YT-102. She was sold on 19 March 1921.

Alikula Bay

A bay located east of Egg Harbor and indenting the north coast of Coronation Island which, in turn, lies off the southeastern coast of Alaska. The name, Alikula, is derived from an Indian word meaning "night."

On 22 January 1943, the name *Alikula Bay* was assigned to the aircraft escort vessel, ACV-57—a ship which had been laid down on 12 December 1942 under a Maritime Commission contract (MC hull 1094) at Vancouver, Wash., by the Kaiser Shipbuilding Co. However, in keeping with the growing desire to commemorate victories of the then-ongoing global conflict, the ship was renamed *Coral Sea* (*q.v.*), on 3 April 1943, less than a month before she was launched.

Alikula Bay (CVE-95)—the name reassigned on 28 June 1943—was laid down under a Maritime Commission contract (MC hull 1132) on 31 January 1944 at Vancouver, Wash., by the Kaiser Shipbuilding Co.; launched on 18 April 1944; and sponsored by Mrs. Mon C. Wallgren, the wife of the Honorable Mon C. Wallgren, United States senator from the state of Washington.

As it became the practice to rename escort carriers—once assigned the names of “bays in Alaska”—for victories in the current war, the name *Alikulā Bay* was changed to *Bismarck Sea* (q v) on 16 May 1944, prior to her commissioning.

Alkaid

A star in the constellation Ursa Major.

(AK-114: dp. 12,350; l. 441'6"; b. 56'11"; dr. 24'6"; s. 12.8 k.; cpl. 198; a. 1 5", 4 40mm., 12 20mm.; cl. *Crater*; T. EC2-S-CI)

William G. Sumner (AK-114) was laid down under a Maritime Commission contract (MCE hull 1211) on 13 September 1943 by the St. John's River Shipbuilding Co., Inc., Jacksonville, Fla.; launched on 8 November 1943; sponsored by Mrs. W. R. McQuaid; renamed *Alkaid* on 13 November 1943; acquired by the Navy under a bareboat charter on 19 November 1943; converted for naval service by the Gibbs Gas Engine Co., Jacksonville, Fla.; and commissioned in Jacksonville on 27 March 1944, Lt. Comdr. E. G. Gummer in command.

Following a period of shakedown training off the east coast, *Alkaid* sailed on 6 May for the Pacific, via Guantanamo Bay, Cuba, and the Panama Canal. On 14 June, the ship touched at Espiritu Santo and reported to Service Squadron 8 for duty. For the duration of her World War II service, *Alkaid* acted as an interisland transport. Some of the ports she visited included Noumea, New Caledonia; Guadalcanal; Tulagi; Suva, Fiji; Auckland and Wellington, New Zealand; Espiritu Santo and Efate, New Hebrides; Oro Bay, New Guinea; Iwo Jima; Guam; and Eniwetok.

On 15 May 1945, *Alkaid* sailed from Ulithi with a convoy bound for Okinawa. She arrived off Hagushi beach on the 21st and operated there through the end of the month.

Alkaid touched at Pearl Harbor in early August. She was undergoing availability when she received word of the Japanese surrender. In September, the ship got underway for Japan. After making calls at Eniwetok, Saipan, and Iwo Jima, *Alkaid* dropped anchor at Yokosuka, Japan, on 4 October. For the next one and one-half months, the ship served with the occupation forces in Japan.

On 16 November, *Alkaid* left Japan with a load of homeward-bound American troops and reached San Francisco, Calif., on 6 January 1946. The ship was decommissioned there and returned to the Maritime Commission on 11 March 1946. Her name was struck from the Navy list on 28 March 1946.

Alkaid won one battle star for her World War II service.

Alkes

A star in the constellation Crateris.

(AK-110: dp. 14,550; l. 441'6"; b. 56'11"; dr. 28'4"; s. 12.5 k.; cpl. 206; a. 1 5", 8 20mm., 1 .30-cal. mg.; cl. *Crater*; T. EC2-S-CI)

Increase A. Lapham was laid down under a Maritime Commission contract (MC hull 1584) on 10 June 1943 at Richmond, Calif., by the Permanente Metals Corp.; launched on 29 June 1943; sponsored by Mrs. Chester P. Kenman; acquired by the Navy on 5 October 1943; converted for naval service by the Hurley Marine Works, Oakland, Calif.; renamed *Alkes* (AK-110) on 6 October 1943; and placed in commission at Oakland on 29 October 1943, Comdr. W. H. Wight in command.

After shakedown training, the new cargo ship got underway for Pearl Harbor, Hawaii, her base of operations while she carried supplies to the forward areas in the Pacific. In early December, the ship sailed to the Gilbert Islands with Task Unit (TU) 16.15.1. She reached Makin Island on the 16th and commenced unloading. The ship moved to Baker Island on the 31st to take on cargo prior to returning to Pearl Harbor, where she arrived on 13 January 1944.

Shortly after returning to Hawaii, the vessel began taking on supplies and equipment for another shuttle run. *Alkes* sailed on 25 January for the Marshall Islands. Upon reaching Majuro Atoll, on 3 February, the ship began unloading her cargo to support ongoing landing operations. One week later, she reversed her course and arrived back at Pearl Harbor on 21 February.

Alkes got underway again on 12 March, bound for the Marshall and Gilbert Islands with Task Group 16.12. Among her ports of call were Eniwetok, Kwajalein, and Majuro, Marshall Islands; and Tarawa and Makin, Gilbert Islands. *Alkes* returned to Pearl Harbor on 8 May to replenish her cargo. She shaped a course back to the Marshalls on the 22d and made stops at Kwajalein and Eniwetok. The vessel arrived at Guam on 8 August, where she remained for one month discharging cargo and delivering fresh water to various ships of the fleet.

Alkes arrived back at Pearl Harbor on 11 September. After 10 days in port, she continued sailing east toward the United States. The vessel reached San Pedro, Calif., on 3 October and, shortly thereafter, began alterations and repairs. She moved to San Francisco, Calif., on the 27th to take on cargo and, on 6 November, sailed for Pearl Harbor.

The ship reached Hawaiian waters on the 16th and sailed the next day for Eniwetok, Guam, and Ulithi. *Alkes* reached Ulithi on 13 December and assumed duty there as a fleet issue ship. She operated at Ulithi until 6 February 1945, when she got underway for a return voyage to California. *Alkes* arrived at San Pedro on 4 March and underwent repairs while taking on supplies and equipment. She sailed on the 23d to resume her cargo operations in the Western Pacific. On 12 April, the ship returned to Ulithi, where she remained until late May, preparing for the impending assault on the Ryukyus.

Alkes got underway with TU 13.11.2 on 23 May, bound for Okinawa. She remained off that island and Kerama Retto from 28 May through 13 August issuing her cargo to units of the invasion force. She experienced numerous air attacks but continued to carry out her duties without sustaining any serious damage. She left Okinawa in mid-August and sailed via Ulithi to the west coast of the United States. The ship again reached San Pedro on 14 September and remained there until early January 1946, serving as a fleet issue ship. On 3 January, she set a course for the east coast. Having transited the Panama Canal, *Alkes* arrived at Norfolk, Va., on the 31st. Preparations for her inactivation were then begun. The vessel sailed to Baltimore, Md., on 8 February and was placed out of commission there on 20 February 1946. She was returned to the Maritime Administration on 27 February, and her name was struck from the Navy list on 12 March 1946.

The ship was subsequently laid up in the James River as *Increase A. Lapham*. She was sold on 26 October 1971 to Hierros Ardes S. A., Bilbao, Spain, for scrapping.

Alkes won three battle stars for her World War II service.

Allagash

A river in Piscataquis and Aroostook Counties in northern Maine that flows into the St. John River.

(AO-97: dp. 25,400 (lim.); l. 553'0"; b. 75'0"; dr. 32'4" (lim.); s. 18.3 k. (tl.); cpl. 304; a. 1 5", 4 3"; cl. *Cimarron*; T. T3-S2-AI)

Allagash (AO-97) was laid down on 26 October 1944 at Sparrows Point, Md., by the Bethlehem Steel Co. under a Maritime Commission contract (MC hull 2559); launched on 14 April 1945; sponsored by Mrs. Reuben D. Vining; acquired by the Navy on a loan-charter basis on 21 August 1945; and commissioned that same day, Lt. Comdr. Howard C. Plummer, USNR, in command.

The oiler departed Baltimore on 27 August for shakedown training in Chesapeake Bay. She completed this cruise—interrupted by an availability at the Norfolk Navy Yard between 4 and 15 September—late in that month and put to sea from Norfolk on 28 September, bound for the West Indies. Operating from Guantanamo Bay, Cuba, the ship spent the next 10 weeks carrying fuel oil between ports on the gulf coast of the United States and bases in the West Indies. She also conducted underway refueling exercises before returning to Norfolk on 10 December and remaining there for the rest of the year.

At the beginning of 1946, the ship was assigned to the Naval Transportation Service and began regular voyages carrying oil from gulf coast and West Indian oil ports to cities along the east coast. By August 1947, she expanded her itinerary to include Persian Gulf oil ports, making two round-trip voyages between the United States and the island of Bahrain during the period August 1947 to April 1948. During the summer of 1948, *Allagash* began deployments with the 6th Fleet in the Mediterranean Sea.